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The Daily Press.

HONGKONG OFFICE: 14, DES VOUTS ROAD CL.
 LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 14TH APRIL, 1904

The practice of deporting worthless or criminal persons from Shanghai to Hongkong is one of which we have frequently complained in the past, but it continues to flourish, and hardly a week appears to go by now in which a reader of court proceedings in our northern neighbour's Press cannot find some mention of an undesirable character who, with or without preliminary imprisonment, is to be removed from Shanghai and given a fresh chance in life in Hongkong. Matters have come to such a pass that the most recent Shanghai joke (which we quoted in yesterday's issue) is the child's answer to the teacher's question where bad people go to—"To Hongkong." Shanghai, in the popular phrase, is "rubbing it in" by thus laughing at us. But indeed it is no laughing matter. We are not inhumane, and we think it is very right that minor offenders should be given the chance to make a fresh start. But why in Hongkong, when Hongkong is not in any way responsible for their offending? We are not in a position to be a reformatory or moral sanatorium for other ports in the Far East. We are not over, but under-policed, and having so much work to do in looking after the hordes of low-grade and at least suspicious Chinese whom our labour-market attracts, we cannot with justice be called upon to undertake the supervision of non-Chinese rogues and vagabonds from other places. It is impossible to say definitely that any than British subjects are openly passed on to Hongkong, though it is certain that the "beachcombers" with whom we are favoured are not all British. The Insular Government of the Philippines recognised the equity of Hongkong's complaints not long ago, when it was decided

to ship released convicts and other deportees of United States nationality direct to the States, instead of, as formerly, letting them proceed to Hongkong. But the Philippines, of course, are troubled with bad or suspicious characters of other nationalities, and of these we certainly get our share when the Philippines get too hot for them. Shanghai's offence against us, however, is worse, and the sting of it all is that British undesirables are legally sent here in a number of cases, to prey on the community. The Order in Council for the Government of H.B.M.'s subjects in China (and Japan, as it was originally) declares in its 107th clause that, "where an order of deportation is made, the Court shall not, without the consent of the person to be deported, direct the deportation of any person to any place other than Hongkong or England." The 112th clause goes on to say that, "when any person is deported from Hongkong, he shall on his arrival there be delivered, with the warrant under which he is deported, into the custody of the Chief Magistrate of Police of Hongkong, who, on receipt of the person deported, with the warrant, shall detain him and shall forthwith report the case to the Governor, who shall either by warrant (if the circumstances of the case appear to him to make it expedient) cause the person so deported to be taken to England, or else shall discharge him from custody." This is the legal sanction in case of deportees. But there are also British subjects who get into trouble in Shanghai, who are not definitely deported, but, as it were, let off with a caution if they undertake to go to Hongkong. Now with regard to the Order in Council, this was made in 1865, when circumstances were of course totally different from what they are now. The continuance of the practice of "dumping" in Hongkong at the present date is iniquitous. As for the cautioned persons, who are sent on to Hongkong to try to amend their ways, the British authorities at Shanghai responsible for so sending them are certainly treating Hongkong in an unjustifiable manner in order to lighten their own labours. It is high time that a vigorous protest is made, and that the local Government of the Colony takes steps in the matter. Public complaints, however true, cannot alone do much against a long-established tradition; and the matter is, moreover, one which intimately concerns the policing of this Colony.

Work is going forward on the new Post Office site on the Praya, and two huge pile-drivers are already in position.

An office boy in the Chartered Bank at Bangkok has been arrested on a charge of being implicated in the forgery of a cheque for £2,000.

Members of the King Edward VII. Lodge No. 910 R.A.O.B. are reminded of the concluding ball of the season which is to be given to-night in the City Hall. Dancing will commence at 9 o'clock.

Mr. G. W. Clark, photographer, Ice House Road, sends us a series of photographs he secured during the recent fire at the Kowloon godowns. They are capital pictures, showing the fire as it appeared at different stages. To those who witnessed the fire, in particular, they will be interesting memorials.

Yesterday forenoon the central part of the city was crowded with German soldiers from the transport that is presently in the harbour. Most of them made their way to the market for the purchase of fruit, and the pavement opposite the Post Office was in rather a dangerous state for some time, covered as it was with banana-skins and orange-peel.

The trade returns of the Straits Settlement for the quarter ended on the 31st December last have now been issued. Both imports and exports show a considerable decrease in dollar values amounting in all to nearly 16 million dollars—say 7 per cent. The decrease is in part due to the higher exchange rate of the dollar. Exports show a decrease also in sterling, but imports an increase to more than counterbalance. The total trade expressed in sterling shows a very slight increase.

The symbol of the two-headed eagle, the emblem of Russia, is considered by some heralds to be merely the result of the heraldic practice of "dimidiation," which crept into English heraldry during the reign of Edward I. Dimidiation was simply a child's way of imitating two coats of arms on the same shield by the primitive method of cutting each in half, and taking the dexter half of one and the sinister half of the other, and placing them back to back, as it were. Strange two-headed beasts naturally resulted; as, for instance, when a lion and an eagle were halved and joined together, and the griffin is supposed to have been evolved from two lions rampant by dimidiation. The two-headed eagle of Russia was first assumed by Ivan Basilovitch when in 1472 he married Sophia, daughter of Thomas Palaeologus, and niece of Constantine XIV., the last Emperor of Byzantium. The two heads symbolise the Eastern or Byzantine Empire of the Western or Roman Empire.

H.M.S. *Sirois* returned yesterday, and proceeded to coal ship.

Mr. Fisher, U.S. Vice-Consul at Nagasaki, has been promoted to be Consul at Tamsui, Formosa, and will leave shortly to take up his new appointment.

Immediate effect has been given to the recently concluded Franco-Siamese treaty by the appointment of MM. Stromblor, Lambert, Fournier, and Debasse to a mission in Siam to promote French influence in that country. The Governor-General of French Indo-China has further commissioned the four gentlemen to form a bureau on their return to deal with all questions tending to promote French interests in Siam.

Dr. Shiga, the distinguished Japanese bacteriologist, who discovered the bacillus of dysentery a year or two ago, has succeeded in obtaining for his Government an anti-toxic serum, which will probably be put to the test in the present campaign. It is the aim of everyone who discovers a bacillus to crown his work by producing from it a serum which will rob it of its powers, and better fortune appears to have attended Dr. Shiga than Professor Koch, who has not yet, after more than twenty years, succeeded in robbing the tubercle bacillus of its powers.

The Governorship of British North Borneo—worth \$15,000 a year—still remains vacant, but the duties of the office are being carried out in the meantime by Mr. E. Peregrine Guertiz, who has been a judge there for the last ten years, and was some time ago appointed one of the commissioners to assist in administering the Government. Mr. Guertiz first went to Sarawak as a cadet in the Rajah's service thirty years ago, and gradually worked his way round to Sandakan. He has proved himself at all times an alert and tactful official, and has a complete and accurate grasp of North Borneo and its people and affairs.

One important Australian town, Palmerston, the capital of the Northern Territory of South Australia, is practically in the hands of the Chinese, who form the majority of the population, and employ white men. On all the leading Australian goldfields there are Chinese "camps," but there the Chinese digger is as free as the European. In Melbourne and Sydney there are extensive Chinese "quarters." There the Mongolians are tea-merchants, market gardeners, furniture manufacturers, and owners of numerous laundries. They have almost elbowed the Europeans out of these two latter trades.

"Excalibur" writes to the *Singapore Free Press* a letter in which he holds that the European element there is being swamped by the Asiatics, that the trade of the Colony is in a wretchedly hopeless state, that the Government is apathetic, that the officials are pooh-poohed, and that the time has come for the spirit of Mr. Chamberlain's methods to be infused into Colonial affairs. "Is it not time for the Government to be reconstructed?" he asks. The *Press* remarks that any "reconstruction" only obtainable by revoking the Orders in Council on which the Colony stands, would end in an ultimate increase of the disabilities of the European element.

The saving in distance between Liverpool and Yokohama via Halifax, Vancouver, New York, and San Francisco is 1,515 miles in favour of the Canadian route. This advantage will be greatly increased when the new Grand Trunk Pacific line to Port Simpson is completed. The *Empress of Japan* has made a record trip of ten days, ten hours from Vancouver to Yokohama, the distance being 4,283 miles. With a fast line of steamers between England and Halifax, Canada, British mails could be delivered in China and Japan in a little over three weeks with satisfactory regularity. This would be a better result than is likely to be accomplished by the Trans-Siberian railway for many years—apart from all question of the war.

The *Lancet* wrote last month:—His Majesty the King has now recovered from a sharp catarrhal attack. The cold, commencing as is usual in these insidious cases with irritation in the throat and mouth, was aggravated by the exertion of his visit to Cambridge, where he necessarily was subjected to many changes of temperature in his conscientious inspection of the new buildings of the University. As a result, on his return from Cambridge, there were some fever and bronchial irritation. His Majesty was kept in rooms of a uniform temperature, and the slight pulmonary symptoms soon subsided, the patient answering quickly to remedies. His Majesty's public movements have since shown that his restoration was considered complete by Sir Francis Laking, who has been in attendance.

The literature of Japan has excited some jealousy in Paris, writes a home contemporary. No where, says a sprightly critic, is fiction so much written and read as in the land of the Mikado. Japanese romances are enormously long and dull. One of them, entitled *The Story of Eight Dogs*, runs to 116 volumes, and at the end all the characters, numbering fifty, without counting the Dogs, are dead, and the reader's condition is not much better. Happily, adds the critic, this tale has not yet been translated into English. Evidently he is a feuilletonist, who wishes he could keep a story going as long, and cheap up as many corpses. But in justice to Japan it should be said that the romance in question is in 106 volumes only, and that the Dogs are Japanese gentlemen, whose canine character is allegorical.

TELEGRAMS.

REUTER'S SERVICE.

CHINA'S NEUTRALITY.

LONDON, 11th April.

The *Morning Post's* Chefoo correspondent wires that an increase of anti-foreign policy is permeating to Peking, and that there is a grave possibility of China's neutrality being broken soon, in spite of official assurances to the contrary, by a general upheaval of the people.

AUSTRIA AND ITALY.

LONDON, 11th April.

The *Standard's* correspondent at Vienna says that it is anticipated the result of the meeting between the Austrian and Italian Foreign Ministers at Abazia will be that the agreement between the two countries relating to Albania will be extended to the whole of the Balkans.

LEAVITT'S TROUBADOURS.

Last evening this Company performed in the Theatre Royal before a fair house. There was a change of programme and some novel turns were put on.

To-morrow night Professor Zancig will put a hypnotised person, to be selected from the audience, into a sleep, and the subject will be placed on exhibition in the window of Messrs. Ulmann & Co., Queen's Road, opposite the Post Office, until Saturday night, when the Professor will awake him from his trance. As Professor Zancig has fully established his title to be in the front rank of thought-readers, it will be still more interesting to see how he exhibits his hypnotic powers, which are said to be of quite a different class from anything of the kind yet seen in Hongkong.

STREET-COOLIE HIRE.

In response to a correspondent who asks whether 33 cents a day for the hire of street-coolies is, as stated in the *Chronicle and Directory*, the correct fee, and, if so, by whom it was fixed, we may state that the scale is official. Having enquired into the matter, we refer our correspondent to Ordinance 8 of 58, section XVII., and to the *Government Gazette* for 1871 when on p. 337 a notification by the Colonial Secretary may be found, giving the revised scale of hire for street-coolies.

DEPARTURES FROM HONGKONG.

Between ten and eleven o'clock yesterday morning a long string of Chinese crackers suspended from the verandah of the East Asiatic Trading Co.'s premises, in Des Vaux Road, was fired off, making much noise and emitting a cloud of sulphurous smoke. This was a farewell to Mr. G. Harling, Manager of the East Asiatic Trading Co., and Vice-Consul for Sweden, who left for Europe yesterday, accompanied by his wife. Mr. John Goosman, who has been over 31 years in the Colony, and than whom there is no more popular member of the German community, also left by the *Hamburg*. His retirement is much regretted.

DUMMY SHIPS: A WARNING.

Admiral E. R. Fremantle, as vice-chairman of the executive committee of the Navy League, utters a timely warning as to the out-of-date character of many of our sloops and gunboats now in commission on foreign stations. The fastest of these vessels are of only 13 knots speed, and they are therefore useless as cruisers. It is suggested that in case of war arrangements should be made to recall the vessels at once to the headquarters of each station, and that the crews, some 3,000 in number, be utilised in another way. A summary of these old vessels of low speed—which, by the way, cost about a million and a half of money—shows that they number twenty-four in all, and are scattered all over the world. They include fourteen sloops (five on the China Station) and eight gunboats (two in China), but light-draft river gunboats are not reckoned, as their retention can be defended. The conclusion is that the Admiralty should build more fast scouts to take the place of these masted police ships.

T E CHINAMAN'S FAREWELL.

[The Duke of Marlborough stated the other day that he was credibly informed that at first at any rate many Chinamen preferred to leave their wives at home. (Laughter).]

The parting of our ways lies here, But, almond-eyed, forbear to weep; 'Tis that, although I hold you dear, The world has found me cheap.

No more our rats and rice we share By native swamps of curi us smell; You know, for ever mine—but there Are other mines as well.

Called forth by fate's relentless voice, Driven by fate's unsparring stick, The minor cannot take his choice— He merely takes his pick.

Here as a man I quit the scene— Become a slave, a yellow dog, An animated mud-machine Priced in a catalogue.

I place my neck beneath the heel, And meek and mute I play my part; Yet wait a turning of the wheel, A zig-zag on the chart.

BARRY PAIN, in *Daily Chronicle*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 13th at 11:30 a.m. The barometer has fallen at all stations but more particularly in N. China.

The highest pressure is at present over Japan, and it is relatively low in the Philippines. Gradients are very slight on the China Coast, and light E. winds will probably be met with in the Formosa Channel. They are moderate over the N. part of the China Sea, and moderate E. to SE. winds will prevail in this region. Forecast:—Moderate E. winds; cloudy, fine.

WAR NOTES.

NEWS FROM SHANGHAI.

The *Shanghai Mercury* of the 8th inst. says:—"A telegram has been received from Newchwang stating all is quiet there. Steamers are leaving there for Shanghai to-day and to-morrow, and steamer companies are asked to send more steamers. By this we conclude that our correspondent at Chefoo has been misinformed regarding Newchwang." The Chefoo telegram referred to says:—"There are still ten steamers at Newchwang loading bean-cakes. It is reported that no more steamers are calling at Newchwang as the Russians are mining the entrance of the river."

The *Sinwenpao* says that according to a letter from Fengtien, the Russian troops despatched to inspect the city of Fengtien hardly exceeded 3,000, but the Russian authorities exaggerated the number to uphold their orders among the Chinese. The troops were ordered to march in and out of the city with such movements as deemed fit to deceive the Chinese, who, however, are not all fools; they saw through their stratagem long ago. On the south of the Liaoho there are about 20,000 Russian troops.

The *Sinwenpao* also states that a bridge across the Yao Yang river situated at a point between Hsinminfa and the vicinity of Kung-pang-tze, which was flooded, has been damaged, for which reason the trains have been interrupted. For the sake of convenience pedestrians are going by the Yankow railway.

MISCELLANEOUS.

According to a *Straits Times* telegram dated London, 31st March, it is reported in S. Petersburg that the Japanese have destroyed the Russian aristocratic park in Manchuria, cutting the balloon connections.

Sixty million compressed tablets of dried milk have been ordered by one of the belligerents—Russia, we presume. These tablets, it is said form a perfect ration for the soldier who can carry provisions for a fortnight in a rucksack the size of a cigar-box.

The *Echo de Paris* published last month an account of what purports to be an interview with Mrs. Stark, wife of the Admiral who was commanding the Russian fleet at Port Arthur at the time of the first attack by the Japanese fleet. "We were expecting hostilities," Mrs. Stark is reported to have declared, "and everything led us to believe that they were close at hand. We had been living for a long time in uncertainty, and, although we did not think that the attack could occur that night, the squadron was nevertheless on its guard. On February 8 Admiral Stark ordered his officers to be on board again by five p.m., though, as a rule, the officers were free until eight p.m. Since May, 1903, when he came to Port Arthur, my husband never spent a night on shore. According to certain statements, I had given a ball on that night, but as a matter of fact there had been a Council of War on board the flagship. When the Japanese attack was made half the squadron had steam up." Commenting on this in the *London Daily Chronicle*, Mr. Fred T. Jane says:—"Mrs. Stark's statement that the story of the Russian officers being at a ball on the night of the 8th-9th February is a fabrication was hardly needed. It reads in parts, by the way, more like an official statement than a lady's disclaimer. It reveals one hitherto unknown fact, that only half the Russian ships had steam up. This makes the case rather black against her husband or Admiral Alexeff; for ships to lie in the open roadstead without means of locomotion with war imminent was a very peculiar state of affairs indeed. It is little wonder that Admiral Stark has been recalled."

Reports from Russia give a very gloomy account of the position of affairs there, writes a Vienna correspondent. The country is in a state of dangerous political fermentation. "All the non-Russian nationalities in Russia—the Poles, the Finns, and the Baltic Germans—are exasperated against the arbitrary and omnipotent Minister of the Interior, M. Plehve. The Armenians are deprived of their schools and ecclesiastical funds; the Little Russians are forbidden to print in their own language; the Jews are outlaws. Never before was there exhibited such an amount of racial hatred and antagonism in Russia as there is now under the despotic rule of M. Plehve.

BURGLARY IN SEYMOUR ROAD.

It was reported yesterday that on the previous night the house of Mr. Chau Tung Shang in Seymour Road (adjoining Mr. Ho Tung's dwelling) had been broken into by burglars, who gained access by climbing up a storm-water pipe and got clear away with some \$1,000 worth of property.

SUPREME COURT.

Wednesday, 13th April.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

CHEUNG KAM TIN v. C. EWENS.
 The hearing was continued in the cross-action by Cheung Kam Tin against C. Ewens, solicitor, for \$94,382.04, being the difference between the value of 1,800,000 square feet of land and 100,472 square feet of land at 53 cents per square foot with costs of \$908 paid to the defendant as plaintiff's solicitor.

Hon. H. E. Pollock, K.C. (instructed by Mr. G. K. Hall Bratton, solicitor), appeared for the plaintiff, and Mr. E. H. Sharp, K.C. (instructed by Mr. R. Harding, of Messrs. Ewens and Harston, solicitors, acting under power of attorney from Mr. J. Scott Harston), represented the defendant.

Mr. Ewens was examined at great length for the defence, and the case was again adjourned.

CORRESPONDENCE.

SHORTHAND.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 13th April.
 Sir,—Will you be so good as to allow me to enter into the arena of this controversy again, as I wish to reiterate that to learn shorthand is very difficult? It is plausible, but not possible, for a person to become a full blown stenographer after a couple of months' study. The secret of quick writing is, much practice. As the majority of public speakers or business men articulate from two to three words every second, it will be evident that the hand must be well trained and the mind well tutored before the pen can keep pace with the tongue, and this can only be accomplished by dint of long and continued practice. When your correspondent, in casting aspersions on Pitman's system, received his deserts. I was surprised that he should act the "indignant innocent" by asking "Why are Pitmanites so jealous of this shorthand, and why do they attack all new systems?" when he was the first "to open the ball." Advertisement is the life of trade, and to praise a system in which you are interested is highly commendable and business-like, but to make comparison with contempt of a rival system and call it "obsolete" cannot be considered fair criticism. In stating that Pitman's system is out of date, your correspondent has indirectly injured the business of local booksellers, both foreign and Chinese, who carry large stocks of Pitman's shorthand publications, and in justice to these honest tradesmen who imported the books at considerable cost, you should give publicity to this letter. I may further state that Pitman's shorthand is still taught in all the leading colleges and schools in the Colony, and it is a silent testimony that the system is not yet "obsolete." With regard to his statement in your paper this morning, I shall say that "betting is nothing more than fool's argument." I am afraid that by treading on the adder, he has kicked against the pricks this time.—Yours, etc.,

M. FERNANDEZ

c/o Messrs. Kelly & Walsh, Ltd.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—I have no desire to infringe on Mr. Warwick Peale's monopoly of bluster and abuse in this discussion; he is welcome to all the good his public display of temper may be calculated to do him.

So far as I am aware no claims whatever have been put forth by lady students of the "Up-to-date" system of shorthand. If there are any who are able to do what Mr. Peale claims I would gladly apologise for any injustice my letters may have done them, and would congratulate them most sincerely upon a remarkable achievement. The Principal of this Business Training College, I imagine, would have no difficulty in getting a small committee to test these claims. A ten-minute shorthand test would suffice, students being required after an interval to read what they have written.

As Mr. Peale has not quoted me fairly in his letter, I would like to call attention to his claims once more. They now appear in a still more definite form in the advertisement. Here is the extract:—

"At present his teachers have only been under 'training for a fortnight, whilst six weeks altogether will be necessary. One, a lady, after 9 'days' study, accomplished 40 words a minute, 'after 11 days, 60 words; after 21 days, 80 'words; and she is now in the 120 words a 'minute speed lesson.'"

Let the reader carefully analyse this announcement, but pray, Mr. Editor, do not allow anyone else to point out the inherent absurdity of it. Warn him that Mr. Peale would "Chastise such a man severely."—Yours, etc.,

PHONOGRAPHER.

POLICE COURT.

Wednesday, 13th April.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

RETRIBUTION.

The case of Abdul Kalik again came on before Mr. Kemp, Mr. H. W. Looker, of Messrs. Looker and Deacon, appearing for the defence. Mr. Looker said he understood that the murder with which the defendant was charged, took place at Suinam, near Canton. Was His Worship satisfied that the prisoner was a British subject?

Mr. Kemp read over previous evidence showing that the man was a British subject from British India.

Another question: Had the Consul at Canton jurisdiction to try an offence by British subjects committed in China?—Yes, the Shanghai Court had jurisdiction to do so.

Mr. Kemp read over the depositions from Canton. From these it appears that the murder took place on the morning of the 24th ult., an Indian watchman of the Canton-Hankow Railway being shot with a revolver while asleep in bed. A Russian had been arrested and released; and the defendant, also, had been arrested and released.

The depositions were interpreted to the defendant, who acting upon advice from Mr. Looker, did not make a statement.

Mr. Looker submitted that the defendant was entitled to know under what sub-section of the ordinance the application for extradition had been made.

Mr. Kemp did not know, but that was not necessary.

Mr. Looker applied for an adjournment, which was refused. Mr. Kemp ordered that the man be sent to goal to await warrant from the Governor for extradition. He would not be given up, however, for 15 days, during which he had a right to apply, if he thought fit, for an overruling decision from the Supreme Court.

ROYAL HONGKONG YACHT CLUB.

TWELFTH CLUB RACE—COURSE NO. 14.
The 5th April opened with a dead calm and glassy sea, and it seemed as if the championship yachts would have another unfinished race to recall, but the wind gradually rose with the flood tide, and at the conclusion of the race it was blowing half a gale.

At sunrise the *Dione* and *Elspeth* got off with the lead, but *Vernon* gradually closed up, and these three kept together past the Trocadero Rock and up to the Fairway Buoy. On the close haul up to the Trocadero Rock the second time *Dione* was still leading, *Vernon* close to her; *Alleen* caught up *Elspeth*, and these two rounded the buoy together. However, in reaching, and running down to the Fairway Buoy, the *Elspeth* again went ahead. For the best home *Dione*, *Vernon*, and *Alleen* stood in to the Hongkong shore, but *Elspeth* tacked straight across to Stonecutter's Island, where there was smoother water. Half-way across the harbour the *Dione* and *Vernon*, which were close together, separated, the *Dione* passing under the stern of a steamer and standing over to the Yammato shore, and *Vernon* making another tack towards Hongkong. This gave *Dione* the race, as from this point she gained 7 or 8 minutes on the *Vernon* by getting into a windward tide and smooth water on her last tack. The *Alleen* closed on the *Vernon* in the rough water, and the *Elspeth* was within 2 minutes of her also, but she gave up after fouling the *Alleen* near the finish.

The *Dione*, by winning the last three races secures the second prize in this class, whether she re-sails the eleventh race or not. The times at the finish were:—

	H.	M.	S.
<i>Dione</i>	3	39	15
<i>Vernon</i>	3	47	12
<i>Alleen</i>	3	48	58
<i>Elspeth</i>	did not finish.		

and the marks for the season are:—

<i>Vernon</i>	79
<i>Dione</i>	44
<i>Alleen</i>	20
<i>Elspeth</i>	17

ONE-DESIGN CLASS.

The twelfth and last club race was sailed on the 10th inst. in a fine breeze from the east, and resulted in a win for *Colleen* over *Min* by 2 feet, after one of the closest races sailed this season, the two yachts never being more than 50 yards apart whilst in company. *Colleen*, *Bonito*, and *Min* took one reef down, but *Kathleen* and *Erica* carried full sail and were at times a trifle hard to steer in the puffs in consequence. A very level start was made, *Colleen* and *Min* crossing together, *Colleen* to windward, with the other three in close company. All set spinnakers to starboard except *Bonito*, and the boats kept close together till they gybed at Trocadero Buoy. *Colleen* was round first, followed by *Min*, *Kathleen*, *Erica*, and *Bonito* in the order named. *Colleen* did not gybe immediately, but finding *Min* drawing up fast gybed and got away again. After running down the north side of the island all the yachts came together again in the finky patch of wind and calm to leeward of the island. Here *Bonito* kept very close to the shore, and carrying the wind with her, drew ahead for a few seconds. However, *Colleen* was the first to feel the true wind, and with sheets slightly checked went off for the North Fairway Buoy. *Min* and *Erica* were the next to get the wind, and went off together, *Min* to windward, *Kathleen* and *Bonito* being slightly left. On the reach across *Colleen* kept ahead of *Min*, which managed to shake off *Erica*, whilst *Bonito* and *Kathleen* fell behind. *Colleen* luffed round the buoy thirty yards in front of *Min*, which in turn was about 13 minutes in front of *Erica*. *Bonito* and *Kathleen* meanwhile were having a keen struggle, until on reaching the buoy *Kathleen* gave up, having sprung her mast. All the yachts were able to fetch the east end of Stonecutter's on the starboard tack, and *Colleen* got round in front of *Min*, with *Erica* and *Bonito* along way astern. Spinnakers were once more set to port, and *Colleen* rounded the west end of the island just clear of *Min*. Taking in spinnakers they reached across to the Fairway Buoy still in the same order. Rounding the buoy *Colleen* stood clear across to the Stonecutter's side, while *Min* elected to work up the centre of the harbour. *Erica* and *Bonito* chose the Hongkong shore, and gained somewhat, *Bonito* managing to cross *Erica* and get home in third place. The two leaders meanwhile came together again near the Star Ferry Wharf, *Min* shaking out her reef just before *Colleen* crossed her bows. From here on a desperate race ensued, *Min* sailing faster, trying hard to get clear of *Colleen*, but being weather-bowed every time she tacked. Tack after tack was made by both boats, but *Colleen* to windward was able to hold her advantage to the end, and *Min* was never able to get her nose in front.

Times at the finish were:—

	H.	M.	S.
<i>Colleen</i>	3	32	45
<i>Min</i>	3	32	50
<i>Bonito</i>	3	37	—
<i>Erica</i>	3	38	20

HANDICAP CLASS.

In the handicap class *Gloria* got away to a good start, closely followed by *Chanticleer*, but they were passed on the reach to the Trocadero Buoy, *Iris* rounding first, followed by *Alannah*, *Gloria*, *Chanticleer*, and *Doreen* in the order named. At the west end of Stonecutter's the boats ran into a calm under the lee of the shore, but *Iris* was first away, followed by *Chanticleer*, and standing up better to the strong reaching wind with reefed mainsails than did the other boats with whole mainsails, the two leading boats kept their lead from *Alannah*, and the N. Fairway buoy was reached in the following order:—*Iris* (3 mins.

also), *Chanticleer*, *Alannah*, *Gloria* (close together), *Doreen*. From this point the order remained the same throughout the race, *Iris* and *Chanticleer* working down the Kowloon shore in the best home from N. Fairway buoy, and maintaining their lead from *Alannah*, who worked the Hongkong shore.

The times at the finish were as follows:—

	H.	M.	S.
1. <i>Iris</i>	3	34	50
2. <i>Chanticleer</i>	3	38	15
3. <i>Alannah</i>	3	40	12
4. <i>Gloria</i>	3	44	12
5. <i>Doreen</i>	3	46	55

Corrected times:—

	H.	M.	S.
1. <i>Iris</i>	3	28	45
2. <i>Chanticleer</i>	3	30	0
3. <i>Doreen</i>	3	38	40
4. <i>Alannah</i>	3	40	12

The *Gloria* crossed the line before *Chanticleer*, and as she did not return to her recall signal was disqualified.

A KOBE LIBEL SUIT.

An action for libel is being brought by Mr. H. E. Reynell, of Kobe, against Mr. R. Young, Editor of the *Kobe Chronicle*. The action arose over the insertion of an advertisement signed by a local barrister acting as attorney for Mr. A. Kirby, who was plaintiff in a suit recently brought against Mr. Reynell. The advertisement warned the public that an order of attachment had been issued by the Kobe District Court which enabled the plaintiff to attach any movables in the possession of the defendant whether held on trust or otherwise. When the advertisement appeared a letter was written to Mr. Reynell by Mr. G. C. Murray, acting accountant of the Hongkong and Shanghai Bank in Kobe, calling attention to this announcement and asking Mr. Reynell to oblige by handing the keys of the godowns to be seised so that the goods under lien to the Bank might be immediately removed. Mr. Murray, being now about to leave Kobe, was examined in the Kobe Court on the 5th inst. on an application filed by the plaintiff for the preservation of evidence. In his examination Mr. Murray said Mr. Reynell owed the Bank at the time a heavy amount of money. When application was made to him Mr. Reynell handed over the key, which the Bank retained for two or three days, and then returned it without having removed the goods, because the Bank considered that Mr. Reynell was not in such a bad condition as they had thought he was in. In cross-examination defendant asked the witness whether he was aware that it was the practice of the Court to advertise the attachment of property on the public notice board. Witness replied that he had not given the matter a thought. In further cross-examination witness said the reason he wrote the letter to Mr. Reynell was because he heard that goods were being removed by another bank from Mr. Reynell's godown. In re-examination, witness said he could not say positively when he received that information, but as far as he could remember it was the same morning as the advertisement appeared. He did not discuss the matter with the other banks and did not know whether they removed goods in consequence of the appearance of the advertisement.

U.S. DESTROYERS CRUISE 18,051 MILES.

The United States destroyer flotilla consisting of the *Chamway*, *Dale*, *Bainbridge*, *Barry*, and the *Decatur*, escorted by the converted cruiser *Buffalo*, arrived at Singapore on the 3rd inst. The squadron left Key West on the 23rd December. Few cruises in the history of the U.S. navy have excited the public and professional interest occasioned by this voyage of the *Decatur*, *Barry*, *Chamway*, *Dale* and *Bainbridge*, which, when added to the Asiatic battleship fleet, will greatly enhance its fighting value. Each of these destroyers, all of which are under the command of Lieutenant Lloyd Chandler, is 245 ft. long of 535 tons full load displacement, 800 horse-power, and from twenty-eight to twenty-nine knots maximum speed an hour. For rapid evolutions they surpass any craft ever put into commission in the United States navy, their most notable work being the flying wedge, in which at full speed they come together in the form of a "V," their sides almost touching, and discharge torpedoes simultaneously at a given target. Although a hundred ships of the U.S. navy smaller than these boats have crossed the Atlantic, it has been questioned whether the destroyers could successfully withstand the heavy seas of this season of the year in the Atlantic and the uncertain weather to be expected in the Indian Ocean.

The *Buffalo* is commanded by Captain Albert Ross. The determination of the route was left largely to the commander of the *Buffalo*, but as tentatively outlined the *Buffalo* and the flotilla headed straight from San Juan for the Cape Verde Islands, then past Gibraltar into the Mediterranean with a short stop at Algiers and a longer one at Naples before passing through the Suez Canal. Men on the destroyers were sure of the ability of the boats to make a safe voyage to the Far East, the *Strait Times* records, and said that the destroyers had proved stable in a pretty heavy seaway. An officer of the flotilla said that the boats are as high powered as a average cruiser, have as much freeboard as a loaded collier, and when going at fifteen knots speed are as comfortable as a big steamer. He added that the destroyers shook a great deal when making full speed. There are about eighty men aboard each destroyer, a total of about four hundred on the flotilla. Lieutenant L. E. Chandler, son of a former Secretary of the Navy, William E. Chandler, is in command of the flotilla.

THE JAPANESE AND THE AMUR RIVER.

There has been a great deal said about some mysterious scheme which the Japanese are keeping in reserve, a scheme calculated to astonish the world, writes a Russian correspondent to the *Standard*. It will hardly astonish the Russians, at any rate, if the scheme be what I have reason to suppose it is, for the Russians have long ago been warned of the contingency. At the same time, Russia will be utterly unprepared to meet it, nor will any possible efforts, energy, skill, or money now suffice to make her ready. The weakest point in the Russian hold upon her possessions east of Lake Baikal is her neglect of the opportunities afforded her by the magnificent three thousand miles of navigable waters in the River Amur. In the Chinese, or Boxer, outbreak of a few years ago Russia had not a single gunboat or armed ship of any kind whatever throughout these three thousand miles of water, the frontier, for the greater part of its length, of her possessions. During the troubles Russia made a few hasty purchases from local merchants of steamers used as tugs to carry cargo in huge barges up and down stream. On board of these, only one of which I am informed, has a steel deck, or is at all strong enough to carry artillery. Russia placed a few field-pieces, and erected gun shields from boiler plates. These are the "gunboats" which may be read about in travellers' tales describing journeys on the Amur River. The best of the boats were built in England, and the majority, I believe, by Messrs. Armstrong, who will know everything about them. It is beyond the limits of human possibility to furnish the Amur River with gunboats now, and Russia will see reason to regret that she paid little attention to the representations made by Naval officers who thirsted for the opportunity of utilising this magnificent river during the Chinese troubles.

The mouth of the Amur River, at Nikolaevsk, is defended by some forts of ancient construction, and it is believed, unprovided with modern artillery. There is, moreover, a guardship, another small steamship, which began life as a tug belonging to one of the great foreign trading firms who have done so much for the Amur Territory. These will present no difficulty whatever to an attacking force such as the Japanese. Unfortunately, the River Amur is blocked at its mouth by the vast quantities of ice which come down the stream, and is further rendered dangerous for navigation by the icebergs coming down from the Arctic Ocean, and tossing back and forth in the estuary for a long time after the river proper is open to navigation. Generally speaking, ships can only enter the Amur River in June. And in June we may confidently expect that a flotilla of properly armed light-draught gunboats will steam boldly into the Amur and proceed to make themselves felt throughout its length. There are no forts on the Amur River which could tackle a river gunboat, the Russians having devoted, as usual, all their attention to securing themselves against land attack. The Japanese know every inch of the river, for their careful system of espionage apart, the Japanese fishermen have been long accustomed to penetrate even as far as above Blagovestchensk, and it is probably not without a certain significance that their numbers have been acted to have increased considerably during the past three or four years. As to mining the river, it is probable that the Japanese have already taken the measure of the Russian as a mining expert, and indeed, it is not a branch of warfare to which much attention has been given in Russia.

It is true there are very few towns along the whole stretch of the Amur River, but the moral effect of the capture, say of Khabarovsk, the centre of the administration of the entire Amur region, would well repay the risks. The Japanese can live upon the produce of the country-side, and would everywhere find sympathetic Chinese to aid them. It is the Chinese who cut and stack the wood brought down to the river bank for the consumption of the steamers; it is the Chinese who provide the food supplies; it is the Chinese who, in short, have the whole economy of life on this river in their hands; and can it be doubted that Japan would find her path made easy? There is, indeed, nothing to prevent a dashing Naval officer from taking a few light-draught gunboats up the Amur to the confluence with the Sungari, and up that river, even to the headquarters of the Russian Army itself, to Khabarovsk. Of course, actions of this nature would not influence in themselves the issue of the War, but with the aid of Chinese runners a few reconnoissances of this kind would provide invaluable information, and throw a chill upon the ardour of the helpless Russian land forces at the same time. Already one raider continually of signal lights being seen on heights around Russian posts in Manchuria, supposed to be those of the Chingures, but at any rate hostile to Russia, for they disappear on the approach of the Russian scouts.

I leave it to naval and military experts to develop the idea I have ventured to suggest here. It must be remembered that there are very few Russians settled along the three thousand miles of the Amur, and still fewer along the Sungari, whereas Chinese abound. That the Russians will be taken by surprise would, strategically speaking, be taken by surprise even if formally warned beforehand, since they cannot possibly now remedy their neglect—a matter of course. If naval officers had their suggestions ignored in 1900, there is very little reason to be found in their exploits since that date why the military chiefs should give them a hearing now.

There is, moreover, one other consideration, perhaps, worthy of notice. The mouth of the Amur is closed until June, but the river itself,

since its last six or seven hundred miles run due North, is for the greater part of its length open at least a month before, and the Sungari is open in April. Now, that month would be worth the utmost efforts that a nation could put forth, first, because it will be utilised by Russia to bring up reinforcements, and secondly, that it will be precisely by way of the river that the reinforcements may be expected to come; and if not the men, then at any rate the supplies will come by river, in order to relieve the strain on the single-line railway. There is one point where Nature has placed it within the power of man to change her landmarks. At a point near De Castries Bay, 150 miles below the estuary of the Amur River there is a lake, the coasts of which approach within a short distance of the ocean on the East and of the Amur River on the West, there being on the Western side also a river which brings the waters of the Amur still nearer. It was once the intention of the Russian Government to cut this barrier and divert the Amur River into the Pacific Ocean near De Castries Bay, so that ships could enter much earlier, and also could avoid the always dangerous navigation of the narrow neck of the Gulf of Tartary, the treacherous straits between the mainland and the Island of Sakhalin. The plan was pigeonholed and forgotten. At a generous estimate the solid land to be cut through is twenty miles, and the cutting would have been done for itself by the river if once it had been started in that direction.

Russia left this scheme unnoticed, and, in view of the present situation in the Far East, it is perhaps as well for her she did. But it is an impossible task, in these days of military engineering, to convey light-draught boats over a score of miles of level soil and launch them on the waters of a river to which the Mississippi alone is comparable. It would be interesting to hear the views of naval experts upon the chances of realising such a plan. The data are certainly all to hand in the British Admiralty, for it is on record that in recent days a British gunboat did once go up the Amur River as far, I believe, as Khabarovsk, and the geography of the region about De Castries Bay was studied carefully after the Crimean War. In all probability the Russians know less about the matter than our own authorities, and certainly less than the Japanese. Indeed the country outside the towns and few settlements about the Maritime Province and the Amur Territory is served and guarded so inadequately that it can only be said to be Russian at all in name, and the name, the *prestige*, of Russia seems to be a decreasing quantity in that part of the world, which is peopled by tribes in every respect allied rather to the Japanese than to the Russians.

Finally, that the Japanese will not omit this among their operations of war may be confidently surmised from a telegram received to-day. It says that the Russians have discovered in the neighbourhood of Nikolaevsk—that is to say, at the mouth of the Amur River—a large quantity of concealed supplies, which comprise not only dried fish, to the number of 5000—the huge salmon of the Amur, four to five feet long—but also hospital stores, thus proving positively that the cache is connected with a contemplated military move. The surprise which is to astonish the world in a month or two is plainly the sight of Japanese gunboats, with or without barges packed with troops, commanding the 3000 miles' stretch of a magnificent river, upon which Russia has not a single keel capable of opposing any foe. The only possible item on the Russian side of the account is the chance that there may be a scarcity of water on the Amur River this summer; the chance is a remote one, first in view of the intelligence of heavy snowfalls throughout the countries which feed the river waters, and secondly, on the average of chances, the river having been short of water for several years past, so that a good year may be expected to be in store now.

MEN OF THE HOUR.

BARON KODAMA.

General Gentaro Kodama, who is responsible for the Japanese plan of campaign in Corea comes of a fighting race. He was born half a century ago in the province of Cheshu, one of the four great Daimies or feudal clans that have given an unbroken succession of warriors and leaders to Japan. The Marquis Ito, most famous of modern statesmen, Count Inouye, ablest of diplomatists and administrators, Marquis Yamagata, who created a national army out of bands of feudal retainers—these and many renowned rulers are from Choshu. Baron Kodama was sixteen years old when Japan threw off her feudal chains. His father died in his fifth year and left him to the care of a son-in-law who, seven years later, was the victim of political assassins. At thirteen Kodama was struggling with poverty and family responsibility. The revolution swept him into the forces arrayed against feudalism, and when only sixteen he was fighting the Daimies and their two-sworded retainers who had ruled the land for eight centuries. In 1871 feudalism was dead. Shogun and Daimies were driven into private life, and the Emperor was rescued from enforced seclusion at Kioto. But disaffection assumed a new form, and in 1874 the province of Hizen, one of the four that had combined against the Shogun, broke out in rebellion, as a protest against the introduction of European methods and ideas. Kodama was a captain, having received his company twelve months before, and was sent to Suga as adjutant of the Osaka division. In ten days the rebels were defeated, yet they fought long enough to prove the metal of the young captain. Shot through both arms he continued to lead his men until the rout was complete. On his return to the capital he was promoted to the

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Hongkong, 10th March, 1904.

rank of major and was commanded to the palace to receive the thanks of the Emperor. When civil war again ravaged the land three years later, his services were again in demand. General Saigo, one of the leaders of the revolution that restored the Emperor to power, raised the cry "To Corea!" Ministers were opposed to this policy of aggression, and Saigo, resigning his post in the Cabinet, retired to his native province of Satsuma where he won many disciples among the students and the samurai or warrior class who had lost all their privileges with the abolition of feudalism. General Saigo took the field and marched upon the castle of Kumamoto, which was held by four thousand Imperial troops. Colonel Kodama was one of the garrison that was besieged for fifty-four days and suffered great privation. Before the investment began a fire destroyed nearly all their supplies and threatened the powder-magazine which was under the walls of the building. Colonel Kodama ordered his men to remove the powder. Seeing them shrink from the danger, he climbed upon the roof of the magazine and bade them open the doors. Encouraged by this example of reckless daring the soldiers obeyed and removed the powder while their leader stood on the roof until the walls of the barracks tottered and fell in flaming ruin. As soon as the siege was raised Kodama fought several successful engagements. In 1888 he was gazetted major-general, and in the following year was sent to Europe to study the military systems of the west. During the war with China he held the responsible post of Vice-Minister for War, and afterwards became chief of that department. At the same time he was Governor-General of Formosa, a position which he retains. In 1903 he accepted the portfolio of Home Secretary, having been already raised to the peerage in 1895 with the rank of lieutenant-general.

When Baron Kodama entered politics, the popular cry for reform administration, and the hopes of reformers centred in the soldier-statesman to whom they had given the name "Minister of the Axe," because of his declaration that in politics as in battle a sharp axe is better than a blunt knife. The encroachments of Russia in Manchuria and Corea turned the soldier's energies into their true channel, and in October of last year, when Major General Tannu died, he quitted the Cabinet to take over the duties of assistant-chief of the Head Quarter Staff a post to which he was called not only by the people but by his comrades in arms. To the responsibilities and difficulties of this great position Baron Kodama has brought the wisdom, the judgment, the unswerving rectitude, and the inexhaustible perseverance that have distinguished him throughout his career. He is a man of strong character and possesses in no small degree the indefinable quality known as personal magnetism. Night and day he sits at his desk attending to the multitudinous details of a great war, yet his door is never closed upon a friend or even a stranger who has the least claim to his attention. During the Chinese war he suffered in health from the continuous strain of work and has since adopted a severe régime in food and drink, with the result that at fifty he is a young man brimful of energy and high spirits. He takes a lively interest in education, has been director of the Military Academy; founded the Formosa College in Tokyo; and gave his books and his money to establish a library for poor students in his native town. Baron Kodama is certainly a man who inspires confidence. Whatever defects the campaign may develop they will not be traceable to want of daring and foresight on his part.

SHIPPING NOTES.

WEATHER OUTSIDE.

The weather outside continues much the same as ever, becoming if anything a little milder. Fine passages are reported from all directions.

RICES.

There seems quite a run on rice just now, the Japanese Government, no doubt, taking over large quantities. Two vessels have just arrived from Rangoon with cargoes of the staple food, one with 5,625 tons and the other with 4,500 tons. Another from Saigon has 3,000 tons of it.

THE "CAMBRIDGE."

We gave an account yesterday of the loss of the French s.s. *Cambridge*, wrecked in a typhoon off Cape S. Jacques. We now hear that the Messageries Fluviales Co., of Cochinchina, is endeavouring to save her.

THE GERMAN STEAMSHIP LINE.

The H. A. L. steamer *Hamburg*, which left for Europe yesterday, will not be returning to the Far East. By an arrangement made between the Hamburg-America Company and the Norddeutscher Lloyd, the former company will in future only run freight steamers to the Far East, leaving the passenger traffic to the Norddeutscher Lloyd.

STEAMER MOVEMENTS.

The A.L. steamer *Marquis Bacquhem* left Singapore for this port on the 12th inst. The P. & A. steamer *Indrapura* left Portland for Hongkong via Japan ports on the 8th inst., and may be expected here on the 11th prox. The O.S.S. & C.M. steamer *Igson* due here on the 18th inst. from Singapore.



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Hongkong, 14th April, 1904. [1000]

NOTICE.

THE ANNUAL MEETING OF SHAREHOLDERS in and Subscribers to the CITY HALL will be held in the City Hall Library TO-DAY (THURSDAY), the 14th instant, at 5 p.m.

By Order,
F. B. L. BOWLEY,
Secretary. [1001]

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Hongkong, 14th April, 1904. [1002]

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HUGHES & HOUGH,
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Hongkong, 14th April, 1904. [1004]

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Hongkong, 14th April, 1904. [1005]



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Hongkong, 14th April, 1904. [3]

NOTICE TO CONSIGNEES.

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Hongkong, 13th April, 1904. [999]

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Length on Blocks ... 513
Width of Entrance on Top ... 89
Width of Entrance on Bottom ... 77
Water on Blocks at Spring Tide ... 26 1/2

DOCK No. 2 (at MUKAJIMA).
Extreme Length ... 371 feet
Length on Blocks ... 350
Width of Entrance on Top ... 66
Width of Entrance on Bottom ... 53
Water on Blocks at Spring Tide ... 22

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE. 167

CARTRIDGES.

IMPORTED EVERY MONTH. THEREFORE ALWAYS FRESH

FILEY'S, SCHULTZE'S, AMBERITE CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, No. 10 to 55SG. AIR GUNS and AMMUNITION Variety.

WM. SCHMIDT & CO.
Hongkong, 23rd November, 1902. [11]

PUBLIC COMPANIES

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the OFFICE of the Company on TUESDAY, the 26th day of APRIL, at Noon, for the purpose of confirming the following Special Resolutions which were passed at the Extraordinary General Meeting of Shareholders on the 9th instant.

SPECIAL RESOLUTIONS.
(a) In Article 81 the words "Five Hundred Dollars" shall be substituted for the words "One Hundred and Fifty Dollars."
(b) In Article 102 the words "An Auditor" shall be substituted for the words "Two Auditors."

(c) In Article 108 the word "Auditor" shall be substituted for the word "Auditors." By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.
General Agents for
THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.
Hongkong, 8th April, 1904. [981]

THE TIENTSIN GAS AND ELECTRIC LIGHT COMPANY, LIMITED.

INCORPORATED under The Companies' Ordinances of Hongkong, whereby the Liability of Members is limited to the amount of their shares.

CAPITAL: TAELS 250,000.
Divided into 2,500 shares of Tls. 100 each of which 600 shares have already been allotted to shareholders in The Tientsin Gas Co., Ltd. Present issue 1,500 shares of Tls. 100 each of which 350 shares have already been subscribed for by Shareholders in The Tientsin Gas Co., Ltd. The balance of 1,150 shares is now offered to the public.

TERMS:
10 Taels payable on application.
30 " " 1st August, 1904.
30 " " 1st November, 1904.
30 " " 1st February, 1905.

DIRECTORS:
C. POULSEN, Esq. (Chairman), of Electric Engineering and Fitting Co.
K. OSWALD, Esq., of Messrs. Oswald and Loop.

W. E. SOUTHCOTT, Esq., of Messrs. William Forbes & Co.
W. T. L. WAY, Esq., of Taku Tug & Lighter Company, Limited.

WU JIN PAH, Esq., Comptroller, Hongkong and Shanghai Banking Corporation.
Prospectuses and Forms of Application for shares may be obtained on application to the Hongkong and Shanghai Banking Corporation at their Branches in Tientsin, Peking, Shanghai and Hongkong, and also from Messrs. Doney & Co., 99, Consular Road, Tientsin.

Share Lists close at 4 p.m. on Saturday, 30th April, 1904.
Hongkong, 1st April, 1904. [923]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 997 dated 25th August, 1884, of the Five Shares Nos. 14181/14185 in this Company, standing in the name of Mr. MOK SE YEONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be acknowledged.

Dated 4th April, 1904.
C. PEMBERTON,
Acting Secretary. [984]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Co. Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sundays excepted to receive and deliver perishable goods.

Wm. FARLANE, Manager.
Hongkong, 18th November, 1901. [57]

CLUB CONCORDIA.

THE ARCHITECTS concerned are hereby notified that the Building Committee have agreed to extend the time for the plans of the New Club Building from the 15th to the 25th inst.

By Order,
THE SECRETARY.
Shanghai, 7th April, 1904. [992]

A. LING & CO.,
FURNITURE STORE.
PLATED, GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [31]

QUAN WAH & CO.
GRANITE MERCHANT CONTRACTORS.
Dealers in
MARBLE and GRANITE MONUMENTS
No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application. All descriptions of Granite for Export.
Hongkong, 17th October, 1904. [251]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. [54]

NOTICES OF FIRMS

THE CHINA FIRE INSURANCE CO., LD.

NOTICE.

FROM This Date, and during the Absence of Mr. GEO. L. TOMLIN from the Colony, Mr. C. PEMBERTON has been appointed ACTING SECRETARY to the Company.

E. GOETZ,
Chairman.
Hongkong, 30th March, 1904. [892]

UNION INSURANCE SOCIETY OF CANTON LIMITED.

NOTICE.

FROM This date and during my absence from the Colony Mr. C. MONTAGUE EDE will act as Secretary of the Society.

By Order of the Board,
W. J. SAUNDERS,
Secretary.
Hongkong, 11th April, 1904. [979]

BANKS

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL ... \$1,000,000
PAID-UP CAPITAL ... \$324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHAN KIT SHAN, Esq. | J. FOCKE, Esq.
CHEAS EWEENS, Esq. | G. C. MOXON, Esq.
Chief Manager,
JEO. W. F. PLATFAIL.

Interest for 12 Months Fixed ... 5%
Hongkong, 4th February, 1904. [124]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [126]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000
RESERVE FUND ... \$10,000,000
STEELING RESERVE ... \$10,000,000
SILVER RESERVE ... 6,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.
A. J. RAYMOND, Esq.—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
Hon. C. W. DICKSON, N. A. SIBS, Esq.
E. GOETZ, Esq. | H. W. BLADE, Esq.
A. HAUPT, Esq. | C. A. TOMES, Esq.
H. SCHUBART, Esq. | E. S. WHEELER, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH

MANAGER:
Shanghai—H. M. BEVIS.

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On Current Account at the rate of Two per Cent. per annum on the daily balance.

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For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 20th February, 1904. [119]

THE DEUTSCH-ASIATISCHE BANK.

ROBINSON
PIANO Co. LD.

\$100

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ON 11 UPRIGHT GRANDS

OF

OUR OWN MAKE

\$350 AND \$395.

TO MAKE ROOM FOR THE

OUTPUT FROM OUR

NEW

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Cash OR Credit.

Hongkong, 8th April, 1904.

[640]

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Hongkong,
and all leading Booksellers in the Far East.
Hongkong, 14th February, 1903.

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THE LEADING MINERAL WATER OF THE EAST
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BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.
Hongkong, 14th July, 1903.

[44]

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BUSINESS DIRECTORY.

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THE RIGHTS OF NEUTRALS.

It is not, perhaps, very generally understood that International law is in a state of flux. The result is that the outbreak of any naval war, however small, is watched with anxiety, for the greater part of the usages of the past have become obsolete, and their successors have not yet crystallised into the form they are ultimately to take. However, progress is being made, and it appears to be certain that much-abused and important effect. Over and above its proposed work as an arbitration tribunal, the Hague Court acts through one of its permanent branches as a codifier and expounder of International law. It will be remembered that in September, 1902, the Court decided on a code of rules relating to submarine cables in time of war, but as questions dealing with cables are not to the fore in the present hostilities, further reference is unnecessary.

The Russian outcry at Japan for beginning hostilities without a formal declaration of war is directly opposed to the vast majority of precedents, and is not worthy of serious consideration. But it is worth while to advert to a suggestion that has been made, viz., that if France should decide to join Russia in arms, she, by her mere accession to the struggle, makes us, *ipso facto*, combatants. From this it is argued that France would be within her legal right in striking at us without a declaration of war, and by letting the actual blow give us the first intimation of the probability of hostilities with her. Now all this is it is to be hoped, alarmist. To begin with, what was justifiable between Russia and Japan would not be justifiable here. In the former case war began when all means of averting it had failed, and when it was known to be imminent. Such is very far from being the case in Europe. It is not possible to say that no danger exists, but it is a reasonably safe thing to predict that if the misfortune of a European war is to come upon us out of this struggle, it will at least be preceded by a formal declaration. The case between England and France would probably be conducted with the utmost courtesy and formality, like the preliminaries of a duel.

Russia undoubtedly is angry with us, and the anger is finding vent in charges of illegality against this country. As Lord Selborne proved in Parliament, there has been no misunderstanding, no illegality, and a good deal of calumny. With regard to the Russian slander which accused us of having harboured the Japanese fleet in Weihaiwei prior to its attack of February 8th, it seems to have been universally accepted that, had we done so, we should have laid this country open to a regular scale of such a contention is, to say the least of it, open to argument. As a point of International law, and in the absence of any formal declaration of hostilities, it is only consistent to maintain that a state of war did not come into being until the first blow was struck. The accusation was put forward, as though we had, in time of war, allowed a third Power to use our port for the purpose of attacking a Power friendly to us. Now, even if the Japanese fleet had been at Weihaiwei, and had sailed thence to make its attack on the ships at Chemulpo and Port Arthur, it would presumably still have been necessary, before commencing the port authorities, to prove that they were aware of the intention to attack. If they had known, and had not done their utmost, by refusing the hospitality of the port and so forth, to dissuade Japan from such a move, then England would have been responsible. But the Weihaiwei officials would have been guilty not, as implied, of illegal interference in hostilities already begun, but of forwarding, in time of peace, a hostile expedition directed against a Power friendly to us. The most exact equivalent of recent time is to be found in the Japanese Raid. If, on learning that there was an intention to attack, the authorities had at once ordered the Japanese fleet to leave the port, they would have preserved us from blame; and that, too, whether the Japanese had gone direct to Port Arthur or whether they had subsequently put into one of their own ports before delivering their attack. However, in either case, the lie was a mischievous one, and it is a matter for congratulation that the Government should have stirred itself in time to mail to the counter.

The new edition of *Hall's International Law* shows what is the established usage in an event of this nature. A neutral state can only be held responsible for such action if it may reasonably be expected to have knowledge of and to prevent. It is the acts done or of common notoriety, as was the Fenian Raid into Canada in 1866, the state is obviously responsible for not using proper means to repress them. If, however, attempts are made to disguise the true character of noxious acts, it is not easy to say what amount of care to obtain knowledge of them, beforehand and to prevent them; may reasonably be expected. The conclusion arrived at is that, if a Government honestly gives so much care as may seem to be proportioned to the state of things existing at the time, it does all that it can be asked to do.

The declarations of neutrality have followed the usual course, and show considerable differences. The chief of these differences is that which regulates the length of time for which a belligerent man-of-war may stay in a neutral port. Our custom is to get rid of an embarrassing visitor as soon as possible; in twenty-four hours, unless in case of stress of weather or damage, when a reasonable delay is allowed. The custom followed by certain Continental nations permits of a much longer delay, but does not allow of the replacing of stores or equipment during that delay. It is in that way that Russian ships lay at Jibuti for some days; and as there are still Russian ships in the Red Sea, it is certain that they are being afforded other shelter of a similar nature. However, there is this against them: France has a legal right to allow them to anchor in her waters as long as they remained inactive; but it appears that they have ceased to be inactive, and have been capturing steamers laden with coal for Japan. Neutral waters ought no longer to hold them. To do so would come under the head of encouraging illegal expeditions, and it is doubtful for this reason that the Russians have had to leave Jibuti. Another point about prizes made by Russians in the Red Sea is that they will have to be taken to a Prize Court for condemnation. In the present instance, that prize means Sebastopol, or Nicolaiev. Russia

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68-1

has not published a list of her Prize Courts, but there is no doubt at least one in the Black Sea. That care is being taken to keep well within the letter of the law with regard to Great Britain's neutrality, is seen from the striking officers who navigated the *Rongva* and *Nishin* out to Japan. These officers were not under the control of our Admiralty, and the mission was a peaceful one, but some doubt might have arisen and it was held advisable for England to wash her hands solemnly in public. Also, it must be noted that the Japanese ships lately contracted for in England will have to stay here until the end of the war. It is, of course, unlikely that they could be completed in time to share in the war, unless it happened to be very prolonged, but if they were completed tomorrow, and the war lasted ten years, they could not be so delivered—unless, of course, England cared to risk her neutrality over them.

The Suez Canal rule, limiting the amount of coal that may be shipped in the Canal, and enforcing the twenty-four hours law class; they also provide for the event of an accidental block in the Canal, but there is, of course, no hint of how a deliberate block is to be prevented. There is, however, no doubt that the precautions are very stringent, and that it would not be altogether to the interest of a belligerent Power if it tried to block the Canal, and succeeded.

Declarations of contraband by the contending Powers have in this war gone rather further than usual. Both coal and food stuffs are decided to be contraband. The most unsatisfactory point is that concerning coal. The international law on this subject is in the making, and will no doubt be largely modified in course of time. At present, a belligerent man-of-war may take in at any neutral port as much coal as will take her to the next port belonging to her own country. It follows that where the distances are great this gives her enormous freedom, for she can cruise in the neighbourhood where she received the coal for a considerable period, and then go back for more—always provided that she does not go back to the same port within three months, but repairs to another port belonging to another Power. Thus, in 1898, the American squadron that operated at Manila called at Hongkong. They could claim enough coal to cross the Pacific, even though they had no intention of doing so. If they wanted more, they could go to Tonkin for it; if more again, to Macao; then, perhaps, to Shanghai, or to Japan. That, they had absolute freedom, and the freedom of an outward bound Russian squadron would be nearly as great. This sort of thing is most dangerous, and cannot be present until we decide what is to be the usage for the future.

The declaration of an alliance between Japan and Korea settles the points which had been raised as to the violation of Korean waters and territory. It is not clear that the destruction of the Russian ships at Chemulpo, with which it is stated that the action took place four miles off shore. The Japanese Commander-in-Chief ordered the Russians to come out and fight in the open. He may have been considering the question of neutral waters, but it is much more likely that he had in his mind the four neutral men-of-war in the port, and the necessary damage to private property which a battle inside the harbour would produce. And if Japan had shown a tendency to respect Korean neutrality—something which would be highly unlikely for her to do—she would be doing merely have tied her own hands. For it was not in the least likely that Russia would keep her hands off. The fact is, that when the war broke out, it was universally recognised that Korea, just as much as Manchuria, was to be the cockpit in which the quarrel would be fought out. The Russian survivors of the Chemulpo battle, though picked up by the neutral ships, do not on that account a use to be prisoners of war. It is only possible for neutrals to deal with such prisoners after consulting, and receiving the consent of, the victorious combatant. A somewhat similar incident marked the termination of the cruise of the notorious *Alabama* off Cherbourg.—L. G. CARL LAUGHTON, in the *Naval and Military Record*.

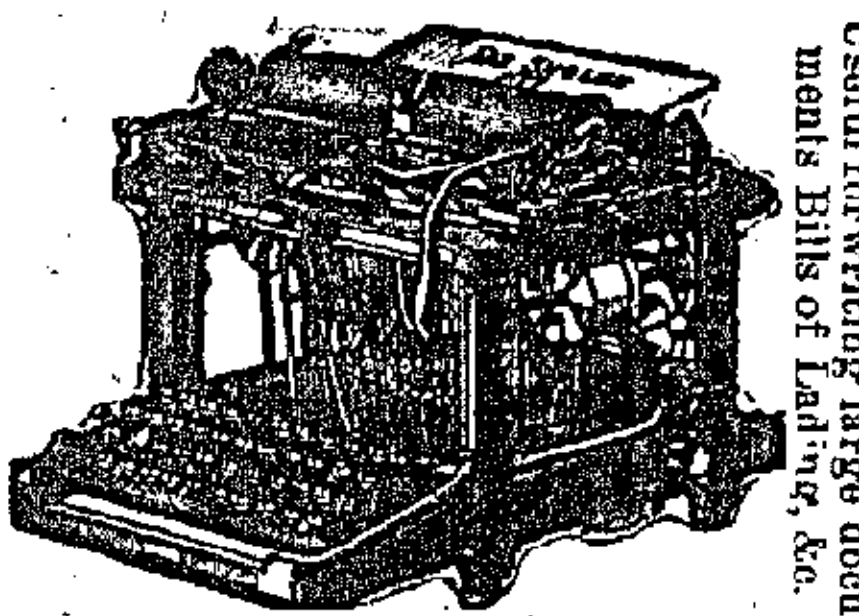
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Hongkong, 13th April, 1904. [994]

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Cebu

BORNEO

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British N. Borneo

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MALAY STATES

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Great Britain—Nanking, 1842; Tientsin, 1858; Treaty Agreement and Rules, 1857; Convention, 1893; Rules for Joint Investigation of Customs, 1893; Chefoo, 1878, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burma Convention 1897; Kowloon Extension, 1898; Weihaiwei 1898; Convention, Commercial, Shanghai, 1902.

France—Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional 1863; Peking, 1890; Immigration, 1894; Commercial, 1893.

Germany—Tientsin, 1861; Peking, 1880; Kiaochow Convention, 1898; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1895; Liaoning Convention, 1895; Commercial, 1895; New Ports, 1896. Supplementary Commercial 1903.

Russia—St. Petersburg, 1881; Russian Land Trade, 1881; Port Arthur and Tientsin Agreement, 1888.

Portugal, 1888.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN
Great Britain, 1894; Duties Convention 1895
Russia, Agreements as to Corea; United States
Extradition Treaty, 1896; Great
Britain (Alliance) 1902

TREATIES WITH CORREA

Japan, 1876; Japan Supplementary, 1878

(United States, 1882; Great Britain, 1895.

Trade Regulations

TREATIES WITH SIAM

Great Britain, 1856; France, 1893; Japan, 1893

Russia, 1899.

Great Britain and France, Siamese Frontier.

Great Britain and Russia, Railway Convention

1899.

Great Britain and Siam, 1899.

CUSTOMS TARIFFS

TRADE REGULATIONS

China, Japan, Siam, Corea.

LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.

Subjects in China and Corea, 1856, 1877, 1878;

1881, 1884, 1884, 1886, 1886, Rules of

H.M.B.'s Supreme and other Courts in

China, &c.; Tables of Court and Consular

Fees; Charter of the Colony of Hong-

kong, Malay States Federation Agreement;

Table of Hongkong Court Fees; Admini-

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BATAVIA Messrs. Cunningham and Clark

PENANG Messrs. Kelly & Walsh, Ltd.

SINGAPORE Messrs. Kelly & Walsh, Ltd.

BORNEO Mr. E. L. Woodin, Sandakan

BANGKOK "Bangkok Times" Office

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AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"HYSON"	On 18th April.
GLASGOW and LIVERPOOL...	"FROMSTHUS"	On 24th April.
GLASGOW and LIVERPOOL...	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL...	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL...	"DAEDANUS"	On 13th May.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 14th April.
LONDON and ANTWERP.	"TELEMACHUS"	On 28th April.
LONDON and ANTWERP.	"ANTENOR"	On 10th May.
* GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 20th May.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"THE HYSON"	On 19th April.

The s.s. "ANHUI" left Port Darwin on the 30th March, for Manila and Hongkong.
For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th April, 1904.

[10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 15th April, 4 P.M.
SHANGHAI	"WOOSUNG"	On 15th April.
MANILA	"SUNGKIANG"	On 15th April, Noon.
SWATOW, TSINGTAO and TIENTSIN	"KANSU"	On 18th April.
KOBE	"TSINAN"	On 18th April, 4 P.M.

PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, CAIENS,
TOWNSVILLE, BRISBANE,
SYDNEY and MELBOURNE

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th April, 1904.

[12]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSEAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship

"BENGAL,"
Captain G. Phillips, carrying His
Majesty's Mail, will be despatched from this
for Bombay, etc., on SATURDAY, the 23rd
APRIL, at NOON, taking passengers and
cargo for the above ports.
Silk and Valuable, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceeding
direct to Marseilles and London; other
cargo for London, etc., will be conveyed via
Bombay.
Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 12th April, 1904.

[1]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for
Canton at 8.30 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.
First-class Fare, \$3 each way. Second-
class, \$1.50 each way. Meals, \$1 each.
Cargo freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.,
No. 147, Connaught Road Central,
Hongkong, 15th March, 1904.

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"KOREA CHRONICLE" OFFICE, Kobe;

"DAILY PRESS" OFFICE, Hongkong, and a

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Hongkong, 12th December, 1903.

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GRACA & CO.,

FOREIGN AND COLONIAL STAMP

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA."

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo:—

From London, &c., ex s.s. *Himalaya* and
Somali.

From Calcutta, ex s.s. *Syria*.

From Persian Gulf, ex s.s. B. I. S. N.
and B. P. S. N. Co.'s steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M., To-day, the 8th inst.

Goods not cleared by the 14th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 8th April, 1904.

[1]

OCEAN STEAMSHIP COMPANY,
LIMITED,

AND

CHINA MUTUAL STEAM NAVA-

TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"JASON."

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., LD., where in both

cases it will lie at Consignee's risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 13th inst.

Optional cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined at 11 A.M., on the 15th inst.

No Claims will be admitted after the Goods

have left the steamer's Godown, and all Goods

remaining undelivered after the 15th inst., will

be subject to rent.

All Claims against the Steamer must be

presented to the undersigned on or before the

23rd inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th April, 1904.

[10-11]

OCEAN STEAMSHIP COMPANY,
LIMITED,

AND

CHINA MUTUAL STEAM NAVA-

TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ACHILLES"

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., LD., where in both

cases it will lie at Consignee's risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 13th inst.

Optional cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined at 2 P.M., on the 18th inst.

No Claims will be admitted after the Goods

have left the steamer's Godown, and all Goods

remaining undelivered after the 18th inst., will

be subject to rent.

All Claims against the Steamer must be

presented to the Undersigned on or before the

21st inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 11th April, 1904.

[10-11]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above ports, Consignees

of Cargo are hereby informed that their Goods

will be delivered from alongside.

Cargo impeding the discharge will be landed

at once, at Consignee's risk and expense.

Cargo remaining on board after 4 P.M., of the

15th inst., will be landed at Consignee's

risk and expense into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited.

Consignees of Cargo from SINGAPORE

and PENANG are requested to take IM-

MEDIATE delivery of their Goods from

alongside, such Cargo impeding the discharge

of the Vessel will be landed and stored at

Consignee's risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the

undersigned.

DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 12th April, 1904.

[996]

INSURANCES

UNION OF PARIS FIRE INSURANCE

COMPANY, LIMITED.

THE Undersigned having been appointed

AGENTS for the above Company are

prepared to accept Risks against Fire at current

rates.

SIEMSEN & CO.

Hongkong, 1st January, 1904.

[1]

AACHEN AND MUNICH FIRE IN-

SURANCE CO.

OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897.

[129]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to

GRANT POLICIES of INSURANCE

against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887.

[129]

THE WESTERN ASSURANCE COM-

PANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security ... \$625,719

Total Losses Paid ... \$67,769,340

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

